

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 1208. 日二月初四五年五十二緒光

THURSDAY, MAY 11, 1899.

四拜禮

號一十月五英港香

THIRTY DOLLARS
PER ANNUM.

ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON
DODWELL & CO., LIMITED
GLENCOE & CO., LIMITED

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1856.
SUBSCRIBED CAPITAL.....Yen 13,000,000
PAID-UP CAPITAL.....10,500,000
RESERVE FUND.....7,300,000

Head Office—YOKOHAMA.

Branches and Agents.—
KOBÉ NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS.—
THE LONDON JOINT STOCK BANK, LTD.
BARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 3 per cent.
6 " 4 "
3 " 3 "

S. CHOH,
Agent.

Hongkong, 7th April, 1899. [382]

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital.....£1,000,000
Paid up Capital.....324,374

HEAD OFFICE—HONGKONG.

Board of Directors.—
E. Burnie, Esq. D. Gilles, Esq.
Chan Kit Shun, Esq. Kwan Hoi Chuen, Esq.
Chow Tung Shing, Esq. J. T. Lauts, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.....5%
Hongkong, 24th March, 1899. [383]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STEPHENS, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.
R. H. Hill, Esq. P. Sachse, Esq.
The Hon. J. J. Kewick. E. Shelling, Esq.
A. McConachie, Esq. J. R. Shewan, Esq.

CHIEF MANAGER:—T. JACKSON, Esq.

MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months: 3% per cent. per Annum.
For 6 months: 3% per cent. per Annum.
For 12 months: 4% per cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 3rd May, 1899. [39]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer via their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000
RESERVE FUND.....£450,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months: 4 per cent.

" " 3 " 3% " 3% "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 24th May, 1898. [31]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL.....5,000,000
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agents.—
CANTON HANKOW
CHEFOO PEKING
CHINKIANG SWATOW
FOOCHOW TIENSIN

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and sells Drafts and Telegraphic
Transfers Payable at its Branches and Agen-
cies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.

4% " " 6 " 5% " 12 "

E. W. RUITTER,
Acting Manager.

Hongkong, 15th October, 1898. [123]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(60)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON, &c., Commanded by C. C. TalbotNoon, 13th May....Freight or Passage.
JAPANRohillaSide B. Lockyer, R.N.R., F.M., 13th May....Freight or Passage.
LONDONCamiaW. H. Hangton, R.N.R., About 17th May....Freight only.
KOBE (Direct) NankinF. C. A. Lyon, R.N.R., About 17th May....Freight only.
(Passing through the Inland Sea.)

(See Special Advertisement)

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 9th May, 1899. [15]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL, Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the comfort of Visitors.

E. V. SIOEN, Manager,

Vokohama, 1st October, 1897. [36]

JUBILEE PILSENER BEER

PER CASE OF 1 DOZ. QUARTS

OR

6 DOZ. PINTS\$13.00.

SOLE AGENTS.

H. PRICE & Co.,

12, QUEEN'S ROAD.

BITTERS.

Angostura (Siegers) Bokers

Peach Bitters

Amer d'Or (Luxardo)

Dauvita

Orange

C. O. Q. (Cocktail bitters)

Pomeranzen (phials)

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 2nd May, 1899. [15]

BOARD RESIDENCE.

HONGKONG HOTEL

AND
RESIDENCE.

On Monthly Terms from 1st May, 1899.

W. POWELL & CO.
Ex. S.S. "SHANGHAI"

NEW STOCK OF LADIES

TRIMMED & UNTRIMMED MILLINERY.

NEW FLOWERS, FEATHERS, LACES, RIBBONS, &c.

Hongkong, 16th March, 1899. [127]

[37]

Intimations.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE

UNITED ASBESTOS CO., LTD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT,
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC F. LIP JOINTS.
ASBESTOS SALAMANDER BOILER COVERING, a COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT, THOS. SKINNER

DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350 feet above sea Level.
CRAIGIEBURN is situated at PLUNKETTS GAP, five minutes walk from the PEAK
HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,

Manager.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899. [28]

IMMUNITY

FROM

INFECTION.

A DEMAND HAS BEEN CREATED FOR

ESSETS' FLUID

A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

SOLE AGENTS—WATKINS & CO.

Hongkong, 6th May, 1899. [14]

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE
SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER.

TANSAN. FLETCHER & CO.

CARMICHAEL & CO.

PETER SYS' WONDERFUL SPECIFIC:
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai. [1242]

12th October, 1898.

PROF. H. FRANKEL, AMERICAN SURGEON-CHIROPODIST.

Masonic.

PERSEVERANCE LODGE, O' F

HONGKONG, No. 1,163.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 8.30 or 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.

Hongkong, 5th May, 1899. [621a]

TERMS MODERATE.

ADDRESS:—54-56 Queen's Road Central. [588a]

Hongkong, 1st May, 1899. [588a]

NOTICE.</

To-day's Advertisements.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"CHINGTU."

Captain Dodd, will be despatched as above
TO-MORROW, the 11th instant, at 5 P.M.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. First Class Saloon is situated for-
ward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th May, 1899. [631a]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Screw Steamship

"DIAMANTE."

Captain Tayler, will be despatched for the
above port, on MONDAY, the 15th instant, at
5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light.

For Freight or Passage apply to

SHEWAN, TOMEY & CO.,

General Manager.

Hongkong, 11th May, 1899. [631a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SWATOW AND TIEN-TSIN.

THE Company's Steamship

"KWEI-YANG."

Captain Outerbridge, will be despatched as above
on MONDAY, the 15th instant.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 11th May, 1899. [538a]

TOYO KIRIN KAISHA

NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPON MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from the Vessel.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 11th May, 1899. [1310]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'S Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND
SPRATS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, ex S.S. *Himalaya*.
From Persian Gulf, R.I.S.N. and R.P.S.N. Co.'s Steamers.

From Zanzibar, &c. ex S.S. *Rajputana*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 11th May, 1899. [53]

Entimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red
Capsule - - - - - \$18.00

B.—Superior Very Old Cognac
Red Capsule - - - - - 21.00

C.—Very Old Liqueur Cognac 24.00

V.O.—D.—Hennessy's Finest
Very Old Liquors Cognac,
1872 Vintage, Red Cap-
sule - - - - - 30.00

V.V.O.—E.—Finest Very Old
Liqueur Cognac, 1862
Vintage - - - - - 48.00

All our Brandies is guaranteed to be
pure COGNAC, the difference in price
being merely a question of age
and vintage.

Smaller quantities and sample
bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Const
Ports.

CONFICTING ACCOUNTS.

The difficulties of writing history, as well
as exemplified in the varying statements of the

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 11, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

So another war scare has at last arisen, but one that will not make itself felt in the Far East, to any great extent. The attitude of President Kruger and the Boers towards the Uitlanders has now reached a point at which very plain speaking on the part of the British Government has become necessary, and we are told that Mr. Chamberlain's despatches on the subject are uncompromising in tone and point to the fact that the Government has resolved to take some risk of war. To many persons the prospect of a war with the Transvaal may appear of little moment, but it must not be forgotten that the Boers have proved too hard a nut for us to crack in former days, as the British reverses at Laing's Neck and Majuba Hill testify, and although England would not have the prospect of invasion to face in the event of war, still the conquest of the Transvaal would prove an expensive and difficult undertaking. The Boers are well armed and are, as we know, to our cost, adept at the style of fighting that would take place in their country. We have doubtless learnt by experience since the days of the Boer war, but, in all probability, so have the Boers, and they are by no means to be despised as enemies.

WILL IT BE WAR?

It is to be hoped that the secret meeting of the Volksraads, which Reuter states has taken place by order of President Kruger, may mean that Mr. Chamberlain's demands are likely to be acceded to, but the chances for and against this being the case must of necessity be about equal. The Boers are well aware

that they have beaten us before, and will probably be of opinion that they can do so again, especially as they have the result of the Jameson raid fresh in their minds. For all we know to the contrary, too, they may have backers among the Powers, though, considering the amicable relations which are now said to exist between us and the Powers of Europe, this last supposition appears most improbable. We all know how near to war we were brought by the Fashoda incident, and it is not impossible that the conquest of the Transvaal by Great Britain might lead to various complications which would end in our being involved in a war with a European Power. Nowadays the competition for colonial expansion is so keen that no Power can afford to make a step forward without taking into consideration her European neighbours. The question of the balance of power is ever before us and has to be taken into consideration in all our schemes of territorial expansion. Doubtless all persons interested in the welfare of British Africa would like to see the Transvaal once more under British rule, but what would other Powers, which have territory in Africa, do?

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REORGANIZATION OF U.S. NAVY AND MARINE CORPS.

An Act To reorganize and increase the efficiency of the personnel of the Navy and Marine Corps of the United States,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the officers constituting the Engineer Corps of the Navy be, and are hereby, transferred to the line of the Navy, and shall be commissioned accordingly;

Sec. 2. That engineer officers holding the relative rank of captain, commander, and lieutenant-commander shall take rank in the line of the Navy according to the dates at which they attained such relative rank. Engineer officers graduated from the Naval Academy from eighteen hundred and sixty-eight to eighteen hundred and seventy-six, both years inclusive, shall take rank in the line next after officers in the line who graduated from the Naval Academy in the same year with them; *Provided*, That when the date of a line officer's commission as captain, commander, or lieutenant-commander and the date when the engineer officer attained the same, relative rank of captain, commander, or lieutenant-commander are the same, the engineer officer shall take rank after such line officer.

Sec. 3. That engineer officers who completed their Naval Academy course of four years from eighteen hundred and seventy-eight to eighteen hundred and eighty, both inclusive, shall take rank in the line as determined by the Academic Board under the Department's instructions of December first, eighteen hundred and ninety-seven; and engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred and eighty-two shall take rank in the line as determined by the merit of grade of graduating classes at the conclusion of the six years' course, June, eighteen hundred and eighty-three and eighteen hundred and eighty-four; *Provided*, That those engineer officers who were appointed from civil life, and whose status is not fixed by section two of this Act, shall take rank with other line officers according to the dates of their first commissions, respectively; *And provided further*, That the engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred and eighty-two shall retain among themselves the same relative standing as shown on the Navy Register at the date of the passage of this Act.

Sec. 4. That engineer officers transferred to the line who are below the rank of commander, and extending down to, but not including, the first engineer who entered the Naval Academy as cadet midshipman, shall perform sea or shore duty, and such duty shall be such as is performed by engineers in the Navy; *Provided*,

That any officer described in this section may, upon his own application, made within six months after the passage of this Act, be assigned to the general duties of the line, if he passes the examination now provided by law as preliminary to promotion to the grade he then holds, failure to pass not to displace such officer from the list of officers for sea or shore duty as is performed by engineers in the Navy.

Sec. 5. That engineer officers transferred to the line to perform engineer duty only who rank as, or above, commander, or who subsequently attain such rank, shall perform shore duty only.

Sec. 6. That all engineer officers not promoted for sections four and five transferred to the line shall perform the duties now performed by line officers of the same grade; *Provided*, That after a period of two years subsequent to the passage of this Act they shall be required to pass the examinations now provided by law as preliminary to promotion to the grade they then hold, and subject to existing law governing examinations for promotion.

Sec. 7. That the active list of the line of the Navy, as constituted by section one of this Act, shall be composed of eighteen rear-admirals, seventy captains, one hundred and twelve commanders, one hundred and seventy lieutenants-commanders, three hundred lieutenants, and not more than a total of three hundred and fifty lieutenants (junior grade) and ensigns; *Provided*, That each rear-admiral embraced in the nine lower numbers of that grade shall receive the same pay and allowance as are now allowed a brigadier-general in the Army. Officers, after performing three years' service in the grade of ensign, shall, after passing the examinations now required by law, be eligible to promotion to the grade of lieutenant (junior grade); *Provided*, That when the office of chief of bureau is filled by an officer below the rank of rear-admiral, said officer shall, while holding said office, have the rank of rear-admiral and receive the same pay and allowance as are now allowed a brigadier-general in the Army; *And provided further*, That nothing contained in this section shall be construed to prevent the retirement of officers who now have the rank or relative rank of commodore with the rank and pay of that grade; *And provided further*, That all sections of the Revised Statutes which, in defining the rank of officers or positions in the Navy, contain the words "the relative rank of" are hereby intended so as to read "the rank of," but officers whose rank is so defined shall not be entitled, in virtue of their rank to command in the line or in other staff corps. Neither shall this Act be construed as changing the titles of officers in the staff corps of the Navy. No appointments shall be made of civil engineers in the Navy on the active list under section fourteen-hundred and thirteen of the Revised Statutes in excess of the present number, twenty-one.

Sec. 8. That officers of the line in the grades of captain, commander, and lieutenant-commander may, by official application to the Secretary of the Navy, have their names placed on a list which shall be known as the list of "Applicants for voluntary retirement," and when at the end of any fiscal year the average vacancies for the fiscal years subsequent to the passage of this Act above the grade of commander have been less than thirteen, above the grade of lieutenant-commander less than twenty, above the grade of lieutenant less than twenty-nine, and above the grade of lieutenant (junior grade) less than forty, the President may, in the order of the rank of the applicants, place a sufficient number on the retired list with the rank and three-fourths the sea pay of the next higher grade, as now existing, including the grade of commodore, to cause the aforementioned vacancies for the fiscal year then being considered.

Sec. 9. That should it be found at the end of any fiscal year, that the retirements pursuant to the provisions of law now in force, the voluntary retirements provided for in this Act, and casualties are not sufficient to cause the average vacancies enumerated in section eight of this Act, the Secretary of the Navy shall, on or about the first day of June, convene a board of five rear-admirals, and shall place at its disposal the service and medical records on file in the Navy Department of all the officers in the grades of captain, commander, lieutenant-commander, and lieutenant. The board shall then select, as soon as practicable after the first day of July, a sufficient number of officers from the before-mentioned grades, as constituted on the thirtieth day of June of that year, to cause the average vacancies enumerated in section eight of this Act. Each member of said board shall swear, or affirm, that he will, without prejudice or partiality, and laying in view solely the special fitness of

officers and the efficiency of the naval service, perform the duties imposed upon him by this Act. Its finding, which shall be in writing, signed by all the members, not less than four, governing, shall be transmitted to the President, who shall thereupon, by order, make the transfers of such officers to the retired list as are selected by the board: *Provided*, That not more than five captains, four commanders, four lieutenant-commanders, and two lieutenants are so retired in any one year. The promotions to fill the vacancies thus created shall date from the thirtieth day of June of the current year; *And provided further*, That any officer retired under the provisions of this section shall be retired with the rank and three-fourths the sea pay of the next higher grade, including the grade of commodore, which is retained on the retired list for this purpose.

Sec. 10. That of the naval constructors, five shall have the rank of captain, five of commander, and all others that of lieutenant-commander or lieutenant. Assistant naval constructors shall have the rank of lieutenant or lieutenant (junior grade). Assistant naval constructors shall be promoted to the grade of naval constructor after less than eight or more than fourteen years' service as assistant naval constructor: *Provided*, That the whole number of naval constructors and assistant naval constructors on the active list shall not exceed forty in all.

Sec. 11. That any officer of the Navy, with a creditable record, who served during the war, shall, when retired, be retired with the rank and three-fourths the sea pay of the next higher grade.

Sec. 12. That boatswains, gunners, carpenters, and sailmakers shall alter ten years from date of warrant be commissioned chief boatswains, chief gunners, chief carpenters, and chief sailmakers, to rank with but after ensign; *Provided*, That the chief boatswains, chief gunners, chief carpenters, and chief sailmakers shall on promotion have the same pay and allowances as are now allowed a second lieutenant in the Marine Corps: *Provided*, That after the pay of boatswains, gunners, carpenters and sailmakers shall be the same as that now allowed by law: *Provided further*, That nothing in this Act shall give additional rights to quarters on board ship or to command, and that immediately after the passage of this Act boatswains, gunners, carpenters and sailmakers shall be appointed a commissioned officer in said corps until he shall have passed such examination as may be prescribed by the President of the United States, except graduates of the Naval Academy, as above provided. That the officers of the Marine Corps above the grade of captain, except brigadier-general, shall, before being promoted, be subjected to such physical, mental and moral examination as is now, or may hereafter be, prescribed by law for other officers of the Marine Corps.

Sec. 13. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*, That such officers when on shore shall receive the allowances, but fifteen per centum less pay than when on sea duty; but this provision shall not apply to warrant officers commissioned under section twelve of this Act: *Provided*, That the officers of the Marine Corps who have served in the Navy as such for fifteen years, shall be commissioned in accordance with the provisions of this section, and thereafter no warrant officer shall be promoted until he shall have passed an examination before a board of chief boatswains, chief carpenters and chief sailmakers, in accordance with regulations prescribed by the Secretary of the Navy.

Sec. 14. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

That such officers when on shore shall receive the allowances, but fifteen per centum less pay than when on sea duty; but this provision shall not apply to warrant officers commissioned under section twelve of this Act: *Provided*,

That the officers of the Marine Corps who have served in the Navy as such for fifteen years, shall be commissioned in accordance with the provisions of this section, and thereafter no warrant officer shall be promoted until he shall have passed an examination before a board of chief boatswains, chief carpenters and chief sailmakers, in accordance with regulations prescribed by the Secretary of the Navy.

Sec. 15. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

That such officers when on shore shall receive the allowances, but fifteen per centum less pay than when on sea duty; but this provision shall not apply to warrant officers commissioned under section twelve of this Act: *Provided*,

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Sec. 16. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 17. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 18. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 19. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 20. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 21. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 22. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 23. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 24. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 25. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army: *Provided*,

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Sec. 26. That all officers of the line of the Navy, who have passed the examination now provided by law as preliminary to promotion to the grade they then hold, and subject to existing law governing examinations for promotion,

Approved, March 3, 1899.

THE P. AND O. CO.'S NEW DEBENTURE ISSUE.

The P. and O. Company are applying to Parliament for power to issue another £1,000,000 debentures, or more probably debenture stock, as there is £800,000 of 3½ per cent debenture stock already issued, which is quoted at 117 on the London Stock Exchange. The present capital consists of £1,160,000 preferred stock (quoted at 145), £1,160,000 deferred stock (quoted at 237), and the above debenture stock, making together £3,120,000, and there is a reserve fund of £750,000, and a repair and renewal account of £250,000. The capital represents only £25,7d. per ton of shipping owned.

THE CUNARD S. S. COMPANY.

The directors of the Cunard Company in their report for 1898 announce that the profits for the year, including £1,691,55. 8d. brought forward from 1897, are £261,691 12s., and after debiting income tax, and reserving £172,169. 1d. for depreciation of ships and wharf properties, and £29,496 10s. od. for the Company's insurance fund, there remains at the credit of profit and loss account £1,663 16s. 2d., out of which the directors recommend the payment of £56,000 as dividend, being at the rate of 3½ per cent. per annum, free of income tax on the paid-up capital, carrying forward the balance £1,663 16s. 2d. to the credit of profit and loss account, 1899. The balance at the credit of the insurance fund has been increased from £212,000 to £235,000.

The passenger traffic to and from America in the spring and summer seasons was seriously diminished owing to the Spanish-American trouble. There was a quick recovery, however, and by the end of the year

AMERICAN MAIL.

MCKINLEY'S TRIP TO THE PACIFIC COAST.

WASHINGTON, April 4th.

The President to-night decided upon the route of his intended trip to the Pacific Coast in the coming summer. He will leave Washington about July 10th and go first to the northern peninsula of Michigan, where he will inspect the recent marvelous developments in the copper region. From there the party will go to Duluth and over the Northern Pacific to the mining region of Montana. Nearly ten days will be spent in Yellowstone Park. The Puget Sound country will be reached about August 12th. After visits to Tacoma, Seattle and Portland a jump will be taken to San Francisco, thence to Los Angeles and other points of interest in Southern California and home over the southern route by way of New Orleans and Atlanta.

Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

	DESTINATIONS	SAILING DATES
SAGAMI MARU	VLADIVOSTOK, via SHANGHAI, To MORROW, 11th May, at Noon.	
MURE MARU	CHITOSE, CHIEMPOW & NAGASAKI	11th May
S. Kawahara	KOBE and YOKOHAMA	SATURDAY, 12th May, at 4 P.M.
YAMAGUCHI MARU	BOMBAY, via SINGAPORE and TONBAY, 10th May, at COLOMBO	10th May
R. Numoto	MARSELLES, LONDON, and ANTWERP, via SINGAPORE, 21st May, at 4 P.M.	21st May
KAWACHI MARU	PESANAKI, KOBE and YOKOHAMA	THURSDAY, 25th May, at 4 P.M.
J. S. Thompson	THURSDAY ISLAND TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU	SEATTLE, WASH., U.S.A., via KOREA, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
C. H. Hilliard		
KASUGA MARU	E. W. Haswell	
Izumi MARU	M. J. Currow	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHWEST RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 11th May, 1899.

STANDARD OIL COMPANY
OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT
Have in Stock and are now offering for Sale a full line of
CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil to Ship Lights, Light Houses, Train Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Candle, Semi refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

Dr. KNORR'S

ANTIPYRINE MIGRAINE

patented

LION BRAND

ANTIPYRINE CAFFEE CTRATE.

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water.

Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Marks)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

FOR THE BLOOD IS THE LIFE.

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER.

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scratches, Sores, Lesions, Skin and Blood Diseases, Blackheads, Pimples, and all kinds of aches and Pains.

Cur'se Old Sores.

Cures Sores on the Neck.

Cures Sores Leg.

Cures Headaches or Pimples on the Face.

Cures Coughs.

Cures Ulcers.

Cures Blood and Skin Diseases.

Clears the Blood from all impure Matter.

From whatever cause arising.

It is real specific for Gon and Rheumatic pains.

It cures all Diseases of the Blood and Heart.

This Mixture is pleasurable to the taste, and is warranted free from anything injurious to the most delicate constitution of either sex.

It is a safe and reliable Remedy.

solids sufficient to give a rich color to its water.

To the rest.

Clarke's Blood Mixture is sold in Bottles, small, each, and bottles containing 200, 400, 600 and 1000.

These bottles are sufficient to last for a year.

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ADMIRAL DEWEY.

NEW YORK, April 9th.
Admiral Dewey has given to the Manila correspondent of *Leile's Weekly* an interview regarding the suggestion that the Admiral be made a candidate for the Presidency next year. The Admiral said as to his politics: "I am a sailor. A sailor has no politics. The administration is his party, and Republican or Democratic, it makes no difference. Then, again, I come from Vermont, and you know what that means. To be anything but a Republican in Vermont is to be a man without a party. My flag-lieutenant comes from Georgia. He tells me that to be anything but a Democrat in the South is to be a nobody. If I lived in the South I would probably be a Democrat."

"Have you ever voted?" the correspondent asked.

"Yes, years ago, but my vote was usually influenced by personal preference or local conditions. I am not a politician, have never held political office and am totally ignorant of party intricacies and affiliations."

Admiral Dewey said that neither by vocation, disposition, education nor training was he capacitated to fill the Presidency. He said that he was too well along in life to consider such a possibility. His health would not admit of it. All his life's work was in different lines of effort, and that, while the kindness and enthusiasm of his friends were grateful to him, and the generous tributes of the American people were dear to him, he could not and would not be a candidate for the Presidency of the United States under any conditions."

AMERICAN TRADE WITH CHINA.

PHILADELPHIA, April 8th.

The third session of the Academy of Political and Social Science was held this afternoon. The subject discussed was "Our Commercial Relations With the Far East." Addressed were made by Worthington C. Ford, former Chief of the Bureau of Statistics, Treasury Department; and Robert T. Hill, United States Geological Survey. E. J. James and L. S. Rowe also took part in the discussion.

Mr. Ford said in part: "There is a cordon drawn around China more obstructive than any Chinese wall and liable on many accounts to be made effective as a complete prohibition of commerce. It might be assumed that the privilege of trade could be assured by a treaty for a shorter or longer period. Where has a treaty been able to stand in the way of interested attack? The tripartite control of Samoa does not offer any occasions for difference as would the holding of the Chinese coast for commercial reasons by six great powers, and among the six the United States will not figure."

Bearing in mind that the natural resources of the East are to be exploited with all the perfection of modern appliances and cheaper labor than has ever been offered, the following questions suggest themselves: How can cotton goods of the United States make other than a limited market in Asia against the cottons of India, Japan and China? How can American petroleum, better article as it is, hold more than its own against the Russian oil, supported as it may be by a bounty for political effect?

Finally, are we looking forward to meeting Asiatic competition with an even higher tariff than is now enclusted; a tariff bristling with duties like those on silks in the present law, especially levied against the imports of silk goods from Japan?"

BELLEVILLE BOILERS AND THE "TERRIBLE" EXPLOSION.

The explosion on board the *Terrible* is a very sad and melancholy incident in itself, but in its ultimate consequences it threatens to be simply disastrous, unless, indeed, it can be shown that the Belleville boiler was in no way at fault. It is not incorrect to say, states a naval correspondent of a London paper, that throughout the service, the affair has caused a feeling of uneasiness. In not fewer than sixteen battleships, twelve armoured cruisers, ten first-class cruisers, and seven second-class cruisers, now built or building, this type of boiler is fitted or to be fitted. Any real failure in the *Terrible*'s boilers would, therefore, be a national calamity. Happily it does not as yet appear that there is sufficient ground for condemning the boilers. Their opponents have seized on the accident as a matter of course, and talk as if the *Belleville* had absolutely no virtues, overlooking its big grate area and its valuable practical property of quick steam-raising. Sir Albert Durston has recently placed the durability of the *Belleville* at six years, while acknowledging that it is very far from perfection. This would not be unsatisfactory, if experience confirms his anticipations.

AMERICAN DELEGATES TO THE PEACE CONGRESS.

WASHINGTON, April 6th.

The Secretary of State has announced the list of men selected for the United States delegation to the disarranged Congress, which will meet at the Hague in the latter part of May. The delegation consists of Andrew D. White, United States Ambassador at Berlin Mr. Newell, United States Minister to the Netherlands; Seth Low of the Columbia University, New York; Captain Crozier, Ordnance Department, United States Army, and Captain A. T. Mahan, U. S. N., retired; Frederick Holt of New York will be secretary of the delegation.

White is a distinguished educator and diplomat. He was Cornell's first president, has been twice Minister to Germany, once to Russia and Venezuelan Commissioner. Seth Low is a patron of Columbia University and has been Mayor of Brooklyn. Newell is a lawyer of long practice in St. Paul, Minn., and his appointment is due largely to the fact that he is Minister at the city where the Congress is to be held. Captain Crozier is a graduate from West Point and is one of the most highly accomplished officers of the ordnance corps. Mahan is well known as a naval strategist and author. Holt is a successful lawyer of New York city, who is also an author and lecturer on nautical subjects.

WIRELESS TELEGRAPHY.

The French authorities are so gratified with success of the wireless telegraphy demonstrations between Boulogne and the South Foreland that it is proposed to try the system from Paris. It is stated that the Eiffel Tower will be the French terminal owing to its great height, 365 ft., the English terminal remaining at the South Foreland. The direct distance between the two points is about 230 miles. The Elder Brethren of the Trinity House and representatives of the Board of Trade have made an official inspection of the system of wireless telegraphy in operation between the East Goodwin Lightship and the South Foreland. They witnessed demonstrations between the lighthouse and Wimereux, near Boulogne, but their attention was more particularly directed to the East Goodwin Lightship in view of the advisability of adopting Signor Marconi's system generally for communicating between similar positions and the shore.

THE BLUE FUNNEL DEAL.

It is rumoured at Bangkok that the Scottish Oriental Steamship Company will run steamers from Singapore to Bangkok; the agreement which they made with Holt not to do so, not holding good with his successors—the new syndicate.

KANG YU WEI.

VICTORIA, April 7th.
Among the passengers on the steamer *Idemitsu*, of the Nippon Yusen Kaihisho line, was Kang Yu Wei, former Chief Commissioner of China and second of the Chinese Empire of Public Works, and noted the world over as a Chinese reformer. His life was sought by the Empress Dowager some months ago when the Chinese Emperor, Hong Su, was deposed. Having been warned in time, he fled from the Chinese capital to the coast, where he engaged passage on the British mail steamer *Bulwark*. He was pursued by the clientele of the Empress and a Chinese warship went in pursuit of the steamer on which he was bound southward, intending to capture him from the mail boat. The officers of the *Bulwark*, seeing the Chinese warship, signalled for aid, and in answer to their signals H.M.S. *Adventure* and another British ship of war conveyed the fugitive took passage on the *Adventure*, which took him to Hongkong. He remained at Hongkong a short time and then proceeded to Tokio, where he remained until he took passage to Victoria on the *Idemitsu*. He will stay here two days and then proceed to Washington and afterward to London, England, where he will reside in the future.

At Hongkong an attempt was made on his life. A Chinese came to ask certain favors, and while they were conversing the Chinese struck at him with a knife. The assassin was captured by those near by, but afterwards escaped.

Kang Yu Wei says assassins hired to slay him by the Empress Dowager are dogging his footsteps waiting for a favorable opportunity to exact the blood money put up for his life.

One who intended to stab him was arrested at Tokio and still remains in jail there. While here the escapee is housed with Lee Mong Kow, the Chinese customs agent. No one is allowed to approach him.

To-night a conference was held in the rooms of the local Chinese society to arrange for the present movements of the reformer. He intended to go to San Francisco, but later this evening he gave it out that he would go direct from here to Washington.

Kang is dressed in semi-European garb. He has clothes of European cut, covered with long, blue Chinese gown. His hair is cut short and has a short bristly black mustache and evidence of a future beard. He looked furtively around him on the arrival of the steamer and always stands in the centre of a circle of his friends, as though to guard against possible attack.—*Call.*

ROTHSCHILD'S GOLD AT THE GOLDEN GATE.

A New York despatch states that the London establishment of Messrs. Rothschild's banking house has decided to establish this spring a bank at San Francisco. The capital to start will be \$5,000,000. The primary object of the new venture is to finance and supervise the Rothschild's interest already acquired in the Philippines.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sale Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1899. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND WATCHMAKERS.

SOLE Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO. LTD., DUNLOP TYRE'S BICYCLES—PRICE, \$16c.

Special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Son's

CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898. [42]

DENTISTRY.

S. I. SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [48a]

S. IEN TING,

SURGEON DENTIST,

No. 10, DAGUILAR STREET.

TERMS—VERY MODERATE.

Consultation free.

Hongkong, 17th September, 1898. [43]

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